

## THE LANCASTER NEWS.

Semi-Weekly.

Published  
Wednesdays and Saturdays  
At Lancaster, S. C.,  
By The  
Lancaster Publishing Company.

Charles T. Connors, Editor.

### SUBSCRIPTION RATES.

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### ADVERTISING RATES.

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Professional cards, per year, \$12.  
Business notices, Transient Advertisements, Lost and Found, and other classified advertisements not exceeding 25 words, 25 cents for each insertion; 1 cent a word for each additional word over 25 words.

Obituaries, Tributes of respect, cards of thanks and all matter of a personal or political nature to be charged for.  
Advertising rates by the column made known on application.

Brief correspondence on subjects of general interest invited. Not responsible for views of correspondents.

R. E. WYLIE, PRESIDENT.  
J. N. A. COOK, Sec'y. and TREAS.  
J. M. RIDDLE, JR., BUSINESS MANAGER.

Entered as second-class matter, Oct. 7, 1905, at the postoffice at Lancaster, S. C., under Act of Congress of March 3, 1879.

Wednesday, January 31, 1906.

We note the fact that Representative Foster has introduced a bill in the House to compel the Southern Railway company to build a suitable depot at Lancaster. The New's agitation of this matter is already beginning to bear fruit. If the Southern or the railroad commission will do nothing for us, then let the legislature take a hand. Now if Congressman Finley will but do something to make the postoffice department give Lancaster a decent postoffice we shall be happy.

"Why don't you write about a ten-page editorial on this miserable arrangement we have here for a postoffice," remarked a prominent citizen of Lancaster to the editor last Saturday afternoon, as we stood in the postoffice together waiting to be served. We informed our friend of the fact that we had just fired a broadside at the national government on the subject, at which he expressed surprise, having, owing to his absence from town during the week, not seen the article referred to. The gentleman in question is one of Lancaster's most influential citizens and a large patron of the postoffice, and his views on the subject of the disgraceful postoffice accommodations of Lancaster are typical of those of the public generally. Let "Uncle Sam" give us "something better" give us nothing at all. Indeed, a postoffice would be better than a apology for one we now have.

### LANCASTER'S DEMANDS.

Nothing has ever appeared in The News that has received such hearty endorsement and commendation as has the editorial in last Wednesday's issue taking to task the national government and the Southern Railway company, the former for so long imposing on Lancaster its present miserable and totally inadequate postoffice facilities and the latter for inflicting on the community a depot building even more objectionable. Many leading and representative citizens have heartily

congratulated us on the stand taken by The News with reference to both of these matters of so much public interest, which greatly encourages us in our fight for better conditions in Lancaster.

Only one citizen, who, by the way, is our personal friend, and intended his criticism in all kindness, deprecated our attack, so called, on the Southern, expressing the opinion that we are "too hard on corporations." We certainly plead not guilty to such charge. If we are biased at all it is in favor of corporations. This newspaper belongs to a corporation, and its editor is but an employee of that corporation. Moreover, we recognize and appreciate the fact that the financial, industrial and commercial interests of this country have been mainly developed and advanced by corporations. Corporations built our railroads, our cotton mills, established our banks and are operating our largest and most successful mercantile enterprises. We, therefore, have naught but the kindest feeling for corporations.

But, while making due acknowledgment of our obligations to corporations, we stand flat-footed on the proposition that they also owe obligations to the public which they must and shall be made to observe. A corporation has no more right than has an individual to trample upon the rights and privileges of the people. They are just as amenable to the law as the humblest citizen of the land.

So much, therefore, for corporations. When it comes to obeying the law and respecting the rights of others, they have got to toe the mark just as the balance of we poor folks have to do. Such at least is the opinion of the writer, and he confidently believes that his views are endorsed by the level-headed men who own this newspaper. If he is mistaken in such belief however, the way is open for the substitution of another more nearly reflecting the opinions of the board of directors of the Lancaster Publishing company.

Of course it is understood that we are making no threats. We simply want it understood what our position is with reference to corporations. So long as the present writer controls the editorial department of this newspaper he is going to strike corporations whenever they appear antagonistic to the public interest, just as unreservedly as he would individuals. He would not even spare the Lancaster Publishing company, the owner of the Lancaster News, if in his honest judgment its announced policies were in opposition to the interests of the people generally.

Now with reference to the Southern Railway company, the corporation directly in question. Time and again have we, in an editorial capacity, explained and apologized to the public for its failure to do justice to Lancaster in the matter of a depot. We have stated over and over again why, on account of the litigation over the title of the Southern to the road itself, the building of a new depot has been so long de-

layed. But the delay, for some reason or other, has been prolonged beyond the limit of human endurance. Lancaster might as well be without any railroad facilities so far as the Southern is concerned as to be obliged to submit indefinitely to the miserable depot accommodations with which it has had to put up with for years. The Southern cannot and will not deny that Lancaster is one of the largest and most important feeders to its road through this section. We, in fact, challenge the Southern to make public its monthly or annual receipts at this point. Then, if it accepts the challenge, let it state what it has ever paid out on account of Lancaster, for a depot or otherwise. The Southern's figures are bound to show that while it is getting thousands of dollars out of Lancaster's merchants and the public here generally, it is paying little or nothing toward affording depot accommodations at this point, either for passengers or for freight.

By the way, when a railroad corporation fails or refuses to voluntarily give needed relief to a community the state railroad commission is supposed to come to the latter's rescue. Such being the case the inquiry naturally arises what has the commission done for Lancaster? Didn't it receive a year or more ago a petition from the citizens of Lancaster asking it to force the Southern to provide a suitable depot at this point? And didn't a member of that commission, Mr. Earle, when a candidate for election, in a public speech at Lancaster year before last promise the people that if elected he would see that Lancaster got a decent depot? Has Mr. Earle forgotten that promise, and has the petition by the people been pigeon-holed by the railroad commission? Answers to these questions are in order just now.

But whatever the issue, let it be distinctly understood that Lancaster is not asking favors of anybody, any powers, corporate, state, governmental or otherwise. This community is simply contending for its rights and nothing more. It believes that it has the right to exact of the national government a decent postoffice, and it believes that it has the right to insist on the Southern Railway company giving it a decent depot, and if that company will not voluntarily comply with so reasonable a demand, Lancaster feels that it has the right to appeal to the state railroad commission in its behalf. No, Lancaster is bending the knee in humble supplication to no power or potentate, but is demanding simple justice and with less will not be content.

### AN OBJECT LESSON BY AN ORGANIZATION OF BUSINESS MEN.

If Lancaster had an organization of its business men, such as The News recently urged, it would be the very body to present to the state railroad commission the town's grievances against the Southern Railway company, growing out of the latter's apology for a depot here. Yorkville, it seems, also has a complaint against the Southern, on account of its inadequate

freight facilities at that point, and the matter was recently brought to the attention of the railroad commission by Yorkville's Commercial Club, an organization of the kind that we have endeavored to get the business men of this community to establish.

At the invitation of Yorkville's business organization the railroad commission visited that town last Thursday and made an inspection of the Southern's depot arrangements there, finding conditions to be even worse than had been represented—so bad, in fact, that the commissioners decided to give the railroad company but thirty days in which to make the improvements requested. If nothing shall be done by the railroad authorities in that length of time, then "the law will be applied to its full extent," by the commission. So much for the work of a town's business organization. It is by no means too late for Lancaster to have one.

The News is one of the few, if not the only paper in the state, that championed the cause of the Winthrop girls as against the trustees in the matter of giving the students a Christmas holiday. We therefore note with especial pleasure that the legislature is taking a hand in the matter.

—A son was born to Mr. and Mrs. S. T. Blackmon Monday, the 29th instant.

The Lancaster News, 8 pages twice a week, \$1.50.

# FEB.

# 5

One Day Only

# February Fifth

On this date there will be an expert Tailor in my store taking measures for

## Spring and Summer Clothing

Now, if you like to dress well and want to look up-to-date, come in and let him show you a few things.

## His Line is Complete

and contains all of the latest and most up-to-date designs in high art clothing. Prices from the cheapest to the finest. Remember our Flour deal is on again.

# J. C. Edwards

Bennett's Old Stand.

### Auditor's Notice.

Notice is hereby given that this office will be open from the 1st day of January to the 20th day of February, 1906, for the purpose of receiving the returns of the taxpayers of Lancaster County.

All real estate with improvements thereon, and all personal property of every description, must be returned at its true value in money, and all persons having such property in their possession or control as manager, holder, or as husband, parent, guardian, trustee, executor, administrator, receiver, accounting officer, agent, attorney or factor, on the 1st day of January, 1906, are required to list the same for taxation within the time required by law, or incur the penalty of 50 per cent, which attaches in case of failure to do so.

The poll tax of One Dollar is laid upon all male persons between the ages of 21 and 60 years, except persons who are exempt by law.

All returns must be made in regular form and it is preferable that they be made by the proper owner in person on blanks provided for the purpose. The returns must be duly sworn to before some officer qualified to administer an oath.

All items of realty, whether farms or town lots, must be listed separately, and no return which says, "same as last year," or "no changes," will be accepted.

After the above dates I will be found in the Auditor's office to wait upon the public. Respectfully,

JOHN A. COOK,  
Auditor L. C.  
Lancaster C. H., Dec. 4, 1905.

### LANCASTER & CHESTER RAILWAY COMPANY

SCHEDULE IN EFFECT MAY 28, 1905.

DAILY EXCEPT SUNDAY

WESTBOUND			
Lv Lancaster	6:30 a m	3:45 p m	
Lv Fort Lawn	6:45 a m	4:15 p m	
Lv Bascomville	6:59 a m	4:30 p m	
Lv Richburg	7:05 a m	4:45 p m	
Ar Chester	7:30 a m	5:15 p m	
Ar Charlotte—Sou. Ry.	8:55 a m	7:00 p m	
Ar Columbia—Sou. Ry.	10:15 a m		

EASTBOUND			
Lv Columbia—Sou. Ry.	6:05 a m	3:10 p m	
Lv Charlotte—Sou. Ry.	6:05 a m	6:00 p m	
Lv Chester	9:00 a m	8:15 p m	
Lv Richburg	9:40 a m	8:39 p m	
Lv Bascomville	9:50 a m	8:45 p m	
Lv Fort Lawn	10:06 a m	8:56 p m	
Ar Lancaster	10:30 a m	9:15 p m	

CONNECTIONS  
CHESTER—Southern, Seaboard, and Carolina & North-Western Railways.  
LANCASTER—Southern Railway.

A. I. McLURE, Superintendent.  
LEROY SPRINGS, President.